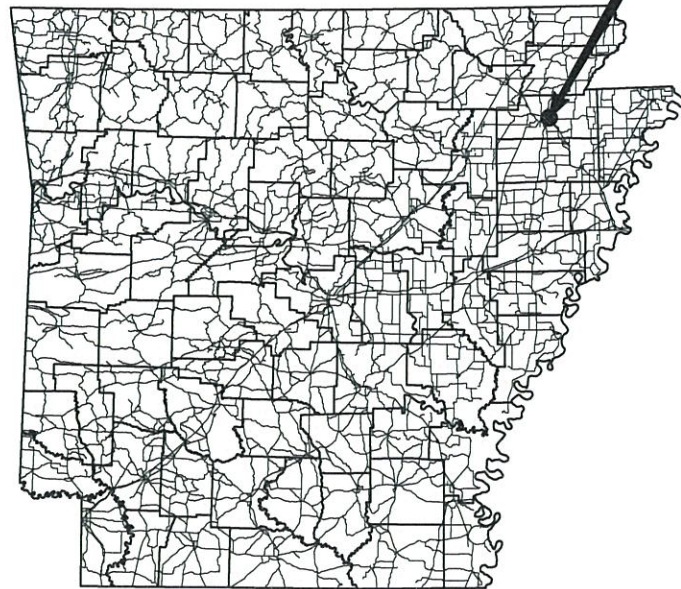


# JONESBORO MUNICIPAL AIRPORT JONESBORO, ARKANSAS

# 2020 TAXILANE REHABILITATION

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PROJECT SITE



JONESBORO MUNICIPAL  
AIRPORT COMMISSION

**JONESBORO MUNICIPAL AIRPORT COMMISSION**  
P.O. BOX 1293 - JONESBORO, AR 72403 - 870-935-8669

**JANUARY 2021**

PREPARED BY:

**Michael Baker**  
INTERNATIONAL

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**JONESBORO MUNICIPAL AIRPORT**  
JONESBORO, ARKANSAS

**Michael Baker**  
INTERNATIONAL



Designer: **MWW** Checked by: **MHS**  
Technician: **MWW** Project Number: **177516**

**NOTES:**

- CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE TO THE ENGINEER FOR APPROVAL PRIOR TO BEGINNING CONSTRUCTION. CONSTRUCTION MAY NOT BEGIN UNTIL THE CONSTRUCTION SCHEDULE IS APPROVED BY THE ENGINEER.
- ALL PHASES SHALL BE STRICTLY COORDINATED WITH THE ENGINEER.
- CONTRACTOR TO STAY OFF AIRFIELD PAVEMENT UNLESS NECESSARY. WHEN AIRFIELD PAVEMENT IS USED ANY FOREIGN OBJECT DEBRIS (FOD) MUST BE CLEANED IMMEDIATELY.

| REVISIONS |             |      |    |
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Project Name:

**2020 TAXILANE REHABILITATION**

Drawing Name:

**PROJECT LAYOUT AND CONSTRUCTION SAFETY PLAN**

FAA A.I.P. Project Number:

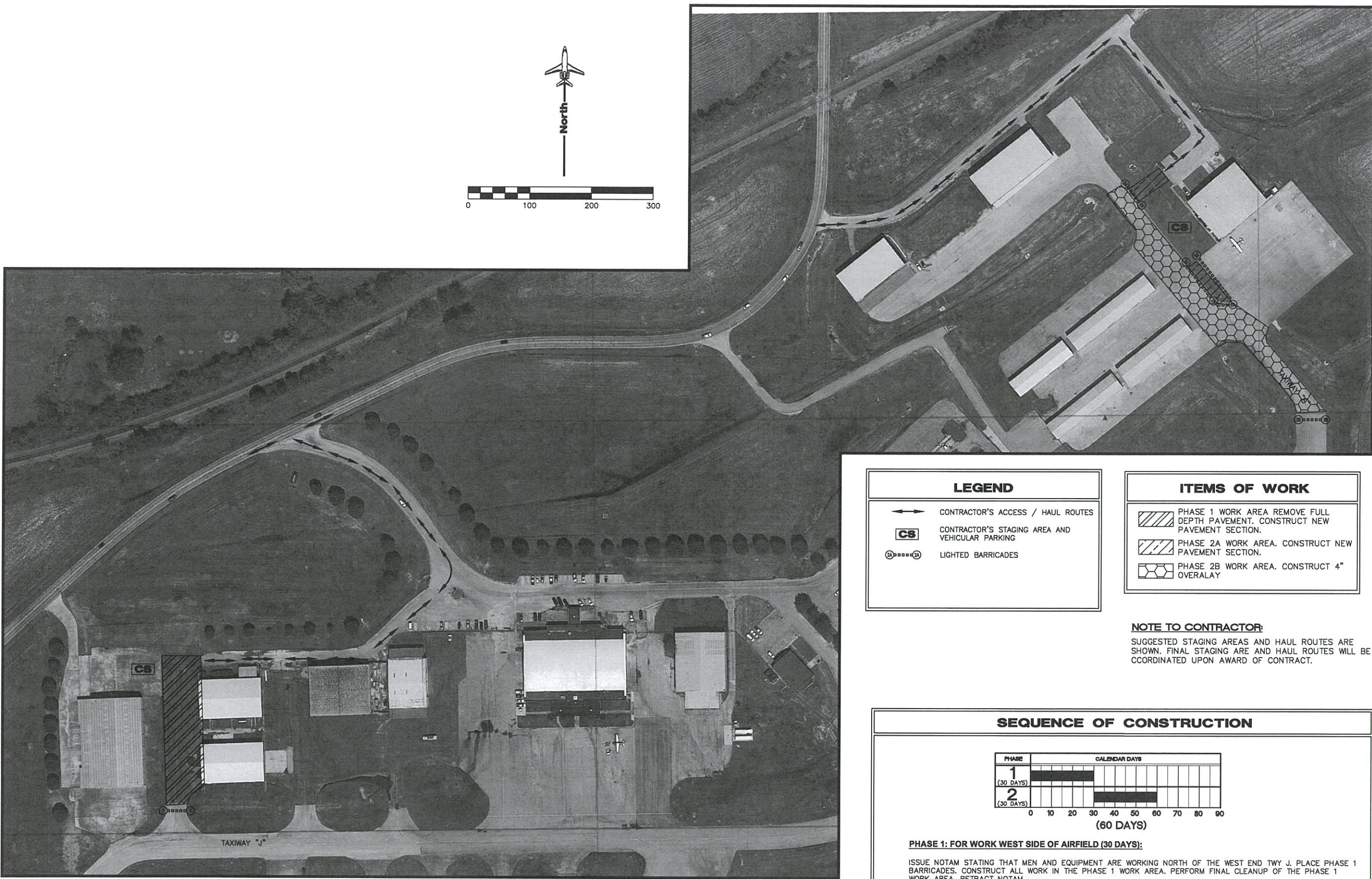
Date: **JANUARY 2021** Division: **AIRPORTS**

Scale: (22x34) Sheet Number:

**1"=100'**

Drawing Number:

**2**  
**CSP-1**



**PROJECT LAYOUT AND CONSTRUCTION SAFETY PLAN**

SCALE: 1" = 100'

**LEGEND**

- CONTRACTOR'S ACCESS / HAUL ROUTES
- CONTRACTOR'S STAGING AREA AND VEHICULAR PARKING
- LIGHTED BARRICADES

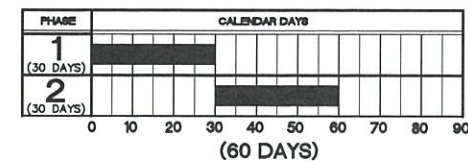
**ITEMS OF WORK**

- PHASE 1 WORK AREA REMOVE FULL DEPTH PAVEMENT. CONSTRUCT NEW PAVEMENT SECTION.
- PHASE 2A WORK AREA. CONSTRUCT NEW PAVEMENT SECTION.
- PHASE 2B WORK AREA. CONSTRUCT 4" OVERLAY

**NOTE TO CONTRACTOR:**

SUGGESTED STAGING AREAS AND HAUL ROUTES ARE SHOWN. FINAL STAGING ARE AND HAUL ROUTES WILL BE COORDINATED UPON AWARD OF CONTRACT.

**SEQUENCE OF CONSTRUCTION**



**PHASE 1: FOR WORK WEST SIDE OF AIRFIELD (30 DAYS):**

ISSUE NOTAM STATING THAT MEN AND EQUIPMENT ARE WORKING NORTH OF THE WEST END TWY J. PLACE PHASE 1 BARRICADES. CONSTRUCT ALL WORK IN THE PHASE 1 WORK AREA. PERFORM FINAL CLEANUP OF THE PHASE 1 WORK AREA. RETRACT NOTAM.

**PHASE 2A: FOR WORK EAST SIDE OF AIRFIELD (30 DAYS FOR PHASE 2A AND 2B)**

ISSUE NOTAM STATING TAXIWAY B NORTH OF TAXIWAY G IS CLOSED EXCEPT FOR TUGGED AIRCRAFT. PLACE PHASE 2A BARRICADES. CONSTRUCT ALL WORK EXCEPT FOR PAVING IN THE PHASE 2A WORK AREA.

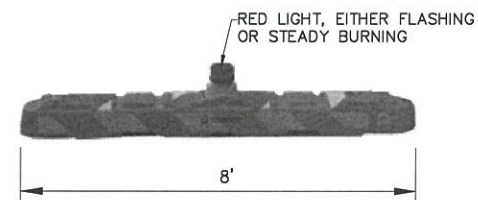
**PHASE 2B: FOR WORK EAST SIDE OF AIRFIELD**

ISSUE NOTAM STATING TAXIWAY B NORTH OF TAXIWAY G IS CLOSED. PLACE PHASE 2B BARRICADES. CONSTRUCT ALL WORK IN PHASE 2B AND PAVING IN PHASE 2A. PERFORM FINAL CLEANUP OF THE PHASE 2 WORK AREA. RETRACT NOTAM.

**GENERAL NOTES:  
WORK RESTRICTIONS, SAFETY, AND SECURITY**

- EACH CONTRACTOR SHALL OBTAIN, HAVE KNOWLEDGE OF, AND INCORPORATE THE FOLLOWING SAFETY PROVISIONS INTO THE CONSTRUCTION PROJECT:
  - OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION - AC 150/5370-2G.
  - STANDARDS FOR AIRPORT MARKINGS - AC 150/5340-1L.
  - PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AIRPORTS - AC 150/5210-5D.
- FOR OTHER CONDITIONS RELATING TO SAFETY, SEE SPECIFICATIONS AND DRAWING CSP-1.
- THE RUNWAY SHALL BE CLOSED DURING PORTIONS OF CONSTRUCTION. CLOSED RUNWAY MARKERS (DETAIL ON THIS SHEET) SHALL BE PLACED AT EACH END OF THE RUNWAY. NOTAMS CLOSING THE RUNWAY SHALL BE ISSUED AT LEAST 48 HOURS BEFORE COMMENCEMENT OF CONSTRUCTION. RUNWAY LIGHTS SHALL BE MADE INOPERATIVE DURING THE PERIOD OF RUNWAY CLOSURE.
- ~~CONTRACTOR SHALL MAINTAIN COMMUNICATION WITH AIRPORT PERSONNEL VIA HAND HELD RADIO (CTAF/UNICOM FREQUENCY 123.0 MHz) AT ALL TIMES DURING CONSTRUCTION. RADIO CONTACT REQUIRED AT ALL TIMES WHILE THE CONTRACTOR HAS PERSONNEL AND EQUIPMENT IN ACTIVE TAXIWAY OR RUNWAY SAFETY AREA OF THE AIRPORT. CONTRACTOR WILL HAVE A FUNCTIONING HAND HELD RADIO ON SITE AT ALL TIMES DURING CONSTRUCTION AND SHALL ASSIGN RESPONSIBLE PERSONNEL TO ACT AS POINT OF CONTACT.~~
- THE CONTRACTOR SHALL ENSURE THAT THE PAVEMENT SURFACE WITHIN AN ACTIVE AIRCRAFT MOVEMENT AREA IS KEPT CLEAN FROM DIRT, MUD, AND OTHER DEBRIS FROM THE CONTRACTOR'S EQUIPMENT, AND TAKE MEASURES TO AVOID FOREIGN OBJECT DEBRIS (FOD) ON THE AIRPORT.
- ALL CONSTRUCTION EQUIPMENT MUST BE MARKED WITH 3'X3' ORANGE AND WHITE CHECKERED FLAGS (DAY ONLY) OR FLASHING YELLOW, AMBER, OR RED DOME TYPE LIGHTS (DAY OR NIGHT). ALL VEHICLES AND EQUIPMENT MUST BE MARKED WITH THE CONTRACTOR'S NAME CLEARLY VISIBLE FROM 200 FEET.
- CLOSED AIRFIELD MARKINGS AND BARRICADES SHALL BE INSTALLED BEFORE ANY WORK STARTS INSIDE THE OBSTACLE FREE ZONE. CLOSED AIRFIELD MARKINGS SHALL BE REMOVED AS THE LAST TASK FOR THIS PROJECT. BARRICADES SHALL NOT BE REMOVED UNTIL THE PAVEMENT AND SAFETY AREAS ARE IN A SERVICEABLE CONDITION.
- AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL POSITION ALL EQUIPMENT, TOOLS, MATERIAL, ETC. IN THE DESIGNATED CONTRACTOR'S EQUIPMENT STORAGE AREA UNLESS OTHERWISE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROVIDE 7 DAYS NOTICE PRIOR TO START OF WORK OR OTHER ACTIONS REQUIRING THAT A NOTAM BE ISSUED, INCLUDING RUNWAY/TAXIWAY CLOSURES.
- THE CONTRACTOR WILL BE ALLOWED ACCESS TO THE CONSTRUCTION AREAS AT THE LOCATIONS SHOWN ON THE PLANS. THE CONTRACTOR'S ACCESS GATES INTO THE SECURED AREA OF THE AIRPORT SHALL BE KEPT GUARDED OR LOCKED AT ALL TIMES. THE CONTRACTOR MAY BE ALLOWED ACCESS AT ADDITIONAL LOCATIONS WITH THE APPROVAL OF THE OWNER AND ENGINEER.
- OPERATIONAL SAFETY SHALL BE DISCUSSED AT REGULAR PROJECT MEETINGS THROUGHOUT THE PROJECT.
- POTENTIAL CHANGES IN PROJECT SCOPE OR DURATION MAY REQUIRE REVISIONS TO THIS SAFETY PLAN, REQUIRING REVIEW AND APPROVAL BY THE AIRPORT AND FAA.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND IDENTIFICATION OF ALL EXISTING UTILITIES AND PIPELINES IN THE CONSTRUCTION AREA. ANY DAMAGE TO EXISTING UTILITIES OR PIPELINES (ON OR OFF AIRPORT PROPERTY) DAMAGED BY CONTRACTOR SHALL BE IMMEDIATELY REPAIRED BY CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
- ~~STOCKPILED MATERIALS AND EQUIPMENT STORAGE ARE NOT PERMITTED WITHIN THE RUNWAY RSA AND OFZ.~~

- CONTRACTOR SHALL EXPEDITIOUSLY CONTAIN CLEANUP FUEL OR HYDRAULIC FLUID LEAKS AND SPILLS.
- ALL NON-PAVED AREAS OUTSIDE LIMITS OF CONSTRUCTION, INCLUDING THE DESIGNATED STAGING AREA THAT ARE DISTURBED BY THE CONTRACTOR'S WORK, HAUL ROADS, ETC. SHALL BE RESEED AND RESTORED TO ORIGINAL CONDITION BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THERE WILL BE NO SEPARATE PAY ITEM FOR THIS WORK.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR THE STORAGE AND SECURITY OF HIS MATERIAL AND EQUIPMENT AND SHALL ERECT STORAGE FACILITIES AND FENCING AS NECESSARY. THE CONTRACTOR'S STORAGE AND STAGING AREA SHALL BE IN THE LOCATION SHOWN ON THE DRAWINGS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO USE THE EXISTING RUNWAY OR TAXIWAYS AS PART OF THE HAUL ROAD UNLESS INDICATED ON THE DRAWINGS OR SPECIFICALLY AUTHORIZED BY THE ENGINEER.
- CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AIRPORT MANAGER AND ENGINEER OF ANY CONDITION ADVERSELY AFFECTING THE OPERATIONAL SAFETY OF THE AIRPORT.
- CONTRACTOR SHALL CALL 911 FOR ANY SITUATION REQUIRING MEDICAL, FIREFIGHTING, OR POLICE RESPONSE.
- NOTAMS SHALL BE COORDINATED WITH THE AIRPORT THROUGH THE ENGINEER 72 HOURS BEFORE THE WORK FOR WHICH THE NOTAM IS ISSUED BEGINS. COORDINATION WITH THE AIRPORT, THROUGH THE ENGINEER, SHALL ALSO BE ACCOMPLISHED BEFORE WORK BEGINS ADJACENT TO OR INSIDE AIRCRAFT MOVEMENT AREAS. THE ENGINEER SHALL BE GIVEN A 72 HOUR ADVANCE NOTICE OF CHANGES IN CONDITIONS THAT WARRANT ISSUANCE OF A NOTAM.
- IN AN EFFORT TO AVOID ATTRACTING WILDLIFE, CONTRACTOR SHALL COLLECT AND DISPOSE OF FOOD SCRAPS FROM PERSONNEL ACTIVITY, SHALL AVOID THE CREATION OF AREAS OF STANDING OR PONDING WATER, SHALL AVOID TEMPORARY OR PERMANENT SEEDING NOT IN ACCORDANCE WITH T-901, SHALL MAINTAIN THE INTEGRITY OF EXISTING FENCES AND GATES, AND REPORT ANY CHANGES TO OR SIGHTING OF WILDLIFE OR WILDLIFE HABITAT.
- CONTRACTOR SHALL MAKE DAILY INSPECTIONS, SUBJECT TO CONFIRMATION BY THE AIRPORT/ENGINEER, TO ENSURE CONFORMANCE WITH THIS SAFETY PLAN. A CHECKLIST WILL BE PROVIDED FOR THIS PURPOSE.
- NONCOMPLIANCE WITH THIS SAFETY PLAN MAY RESULT IN DELAY OF PAYMENT UNTIL ALL ITEMS ARE ADDRESSED.



**BARRICADE NOTES:**

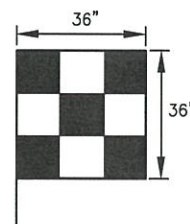
- BARRICADES SHALL MEET FAA SPECIFICATIONS AS OUTLINED IN CURRENT FAA ADVISORY CIRCULARS.
- CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. METHOD TO BE APPROVED BY THE ENGINEER.
- 8' BARRICADES SHALL BE LOCATED AT 20' CENTER TO CENTER MAXIMUM, WITH A BARRICADE ON THE CENTERLINE OF THE TAXIWAY, WHERE APPLICABLE.
- BARRICADES USED ON RUNWAYS AND TAXIWAYS MUST BE EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT. (NO RAILROAD TIES)
- POLYETHYLENE BARRICADES ARE RECOMMENDED. (SHERWIN INDUSTRIES OR APPROVED EQUAL.)

**LIGHTED BARRICADE DETAIL**

SCALE: NONE

**TEMPORARY MARKINGS, BARRICADES, AND TRAFFIC CONTROL**

- SEE SPECIFICATION SECTIONS 01030 AND 01530.
- THE CONTRACTOR SHALL PROVIDE NOTIFICATION OF THE START OF CONSTRUCTION A MINIMUM OF 15 DAYS PRIOR TO EXPECTED START DATE. CONTRACTOR SHALL INSTALL LIGHTED BARRICADES AND CLOSURE "X" S ACROSS RUNWAY AS INDICATED ON CONSTRUCTION SAFETY PLAN, AS WELL AS STANDARD BARRICADES AROUND ANY EXCAVATIONS.
- THE CONTRACTOR SHALL BE PREPARED TO UPON NOTIFICATION, IMMEDIATELY REMOVE ALL BARRICADES AND TO TAKE OTHER MEASURES AS NEEDED TO ACCOMMODATE EMERGENCY LANDING BY AIRCRAFT WHILE WORK IS IN PROGRESS.
- ALL BARRICADES AND CLOSURE MARKINGS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR UPON COMPLETION.



**TRUCK SIGNAL FLAG**

SCALE: NONE

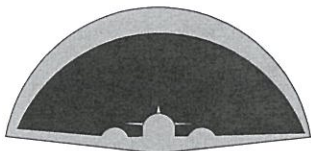


**Know what's below.  
Call before you dig.**

**CAUTION:**

UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

ARKANSAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ARKANSAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 811 OR 1-800-482-8998. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE ARKANSAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.



**JONESBORO MUNICIPAL  
AIRPORT**  
JONESBORO, ARKANSAS

**Michael Baker  
INTERNATIONAL**



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| Designer:<br><b>MWW</b>   | Checked by:<br><b>MHS</b>        |
| Technician:<br><b>MWW</b> | Project Number:<br><b>177516</b> |

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Project Name:  
**2020  
TAXILANE  
REHABILITATION**

Drawing Name:  
**GENERAL NOTES**

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| FAA A.I.P. Project Number: | Date:<br><b>JANUARY 2021</b> | Division:<br><b>AIRPORTS</b>   |
| Scale:<br><b>(22x34)</b>   | Sheet Number:<br><b>1</b>    | Drawing Number:<br><b>GN-1</b> |



JONESBORO MUNICIPAL AIRPORT  
JONESBORO, ARKANSAS

**Michael Baker**  
INTERNATIONAL



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| Designer:<br><b>MWW</b>   | Checked by:<br><b>MHS</b>        |
| Technician:<br><b>MWW</b> | Project Number:<br><b>177516</b> |

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Project Name:

**2020 TAXILANE REHABILITATION**

Drawing Name:

**SURVEY CONTROL PLAN AND BORING LOCATIONS**

FAA A.I.P. Project Number:

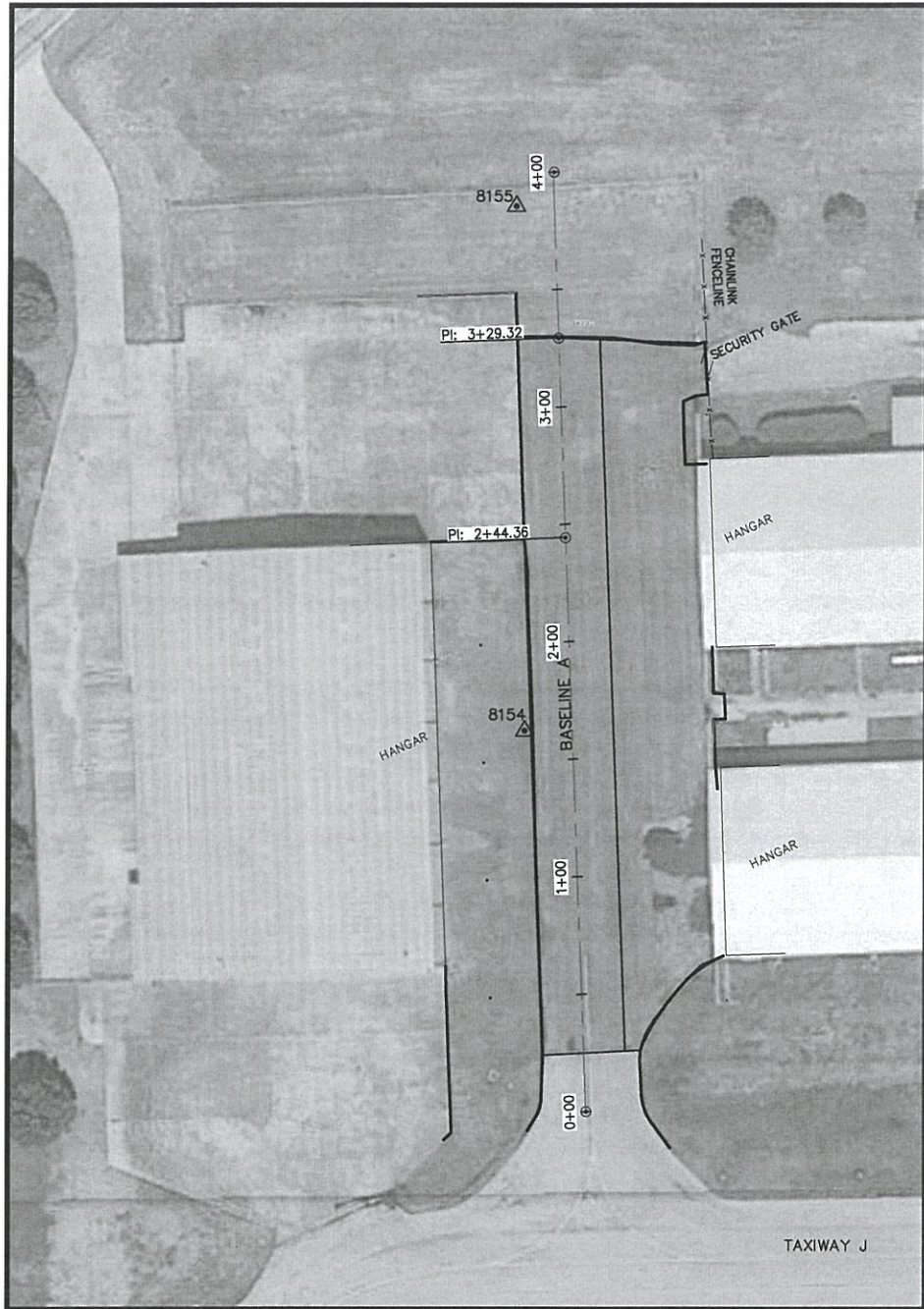
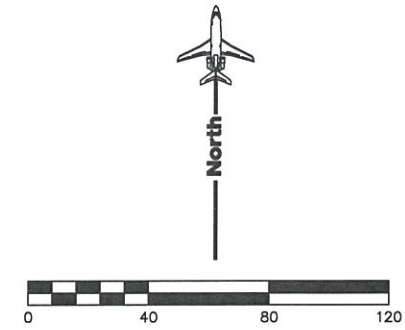
Date: **JANUARY 2021** Division: **AIRPORTS**

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**1"=40'**

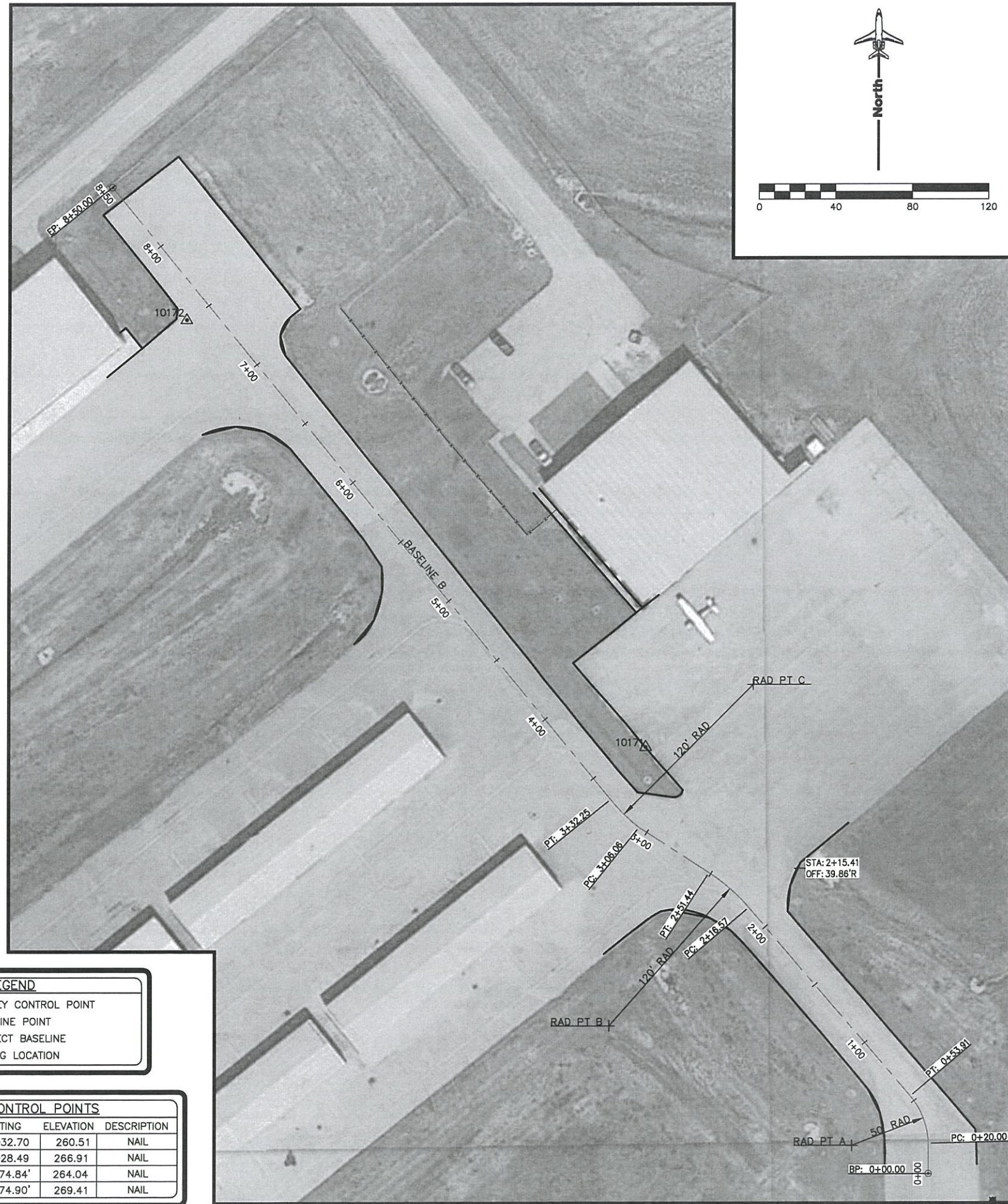
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Drawing Number:  
**SCP-1**



**BASELINE A SURVEY CONTROL PLAN AND BORING LOCATIONS**

SCALE: 1" = 40'



**BASELINE B SURVEY CONTROL PLAN AND BORING LOCATIONS**

SCALE: 1" = 40'

**PROJECT BASELINE**

|               |   |    |   |
|---------------|---|----|---|
| BASELINE A    | STA. 0+00<br>N: 548493.84<br>E: 1711059.17    | TO | STA. 4+00<br>N: 548893.55<br>E: 1711044.03    |
| BASELINE A PI | STA. 2+44.36<br>N: 548738.02<br>E: 1711049.81 |    | STA. 3+29.32<br>N: 548822.91<br>E: 1711046.66 |
| BASELINE B    | STA. 0+00<br>N: 548760.60<br>E: 1711102.27    | TO | STA. 8+50<br>N: 551145.66<br>E: 1716932.97    |
| RAD PT A      | N: 549318.18<br>E: 1713306.23                 |    |   |
| RAD PT B      | N: 549396.78<br>E: 1713147.55                 |    |   |
| RAD PT C      | N: 549621.06<br>E: 1713241.80                 |    |   |

ALL COORDINATES SHOWN ARE ARKANSAS STATE PLANE (NORTH)

**LEGEND**

- 23▲ SURVEY CONTROL POINT
- ⊙ BASELINE POINT
- PROJECT BASELINE
- ⊗ BORING LOCATION

**SURVEY CONTROL POINTS**

| POINT NO | NORTHING   | EASTING     | ELEVATION | DESCRIPTION |
|----------|------------|-------------|-----------|-------------|
| 8154     | 548656.01  | 1711032.70  | 260.51    | NAIL        |
| 8155     | 548879.36  | 1711028.49  | 266.91    | NAIL        |
| 10171    | 549581.10' | 1713174.84' | 264.04    | NAIL        |
| 10172    | 549861.97' | 1712874.90' | 269.41    | NAIL        |

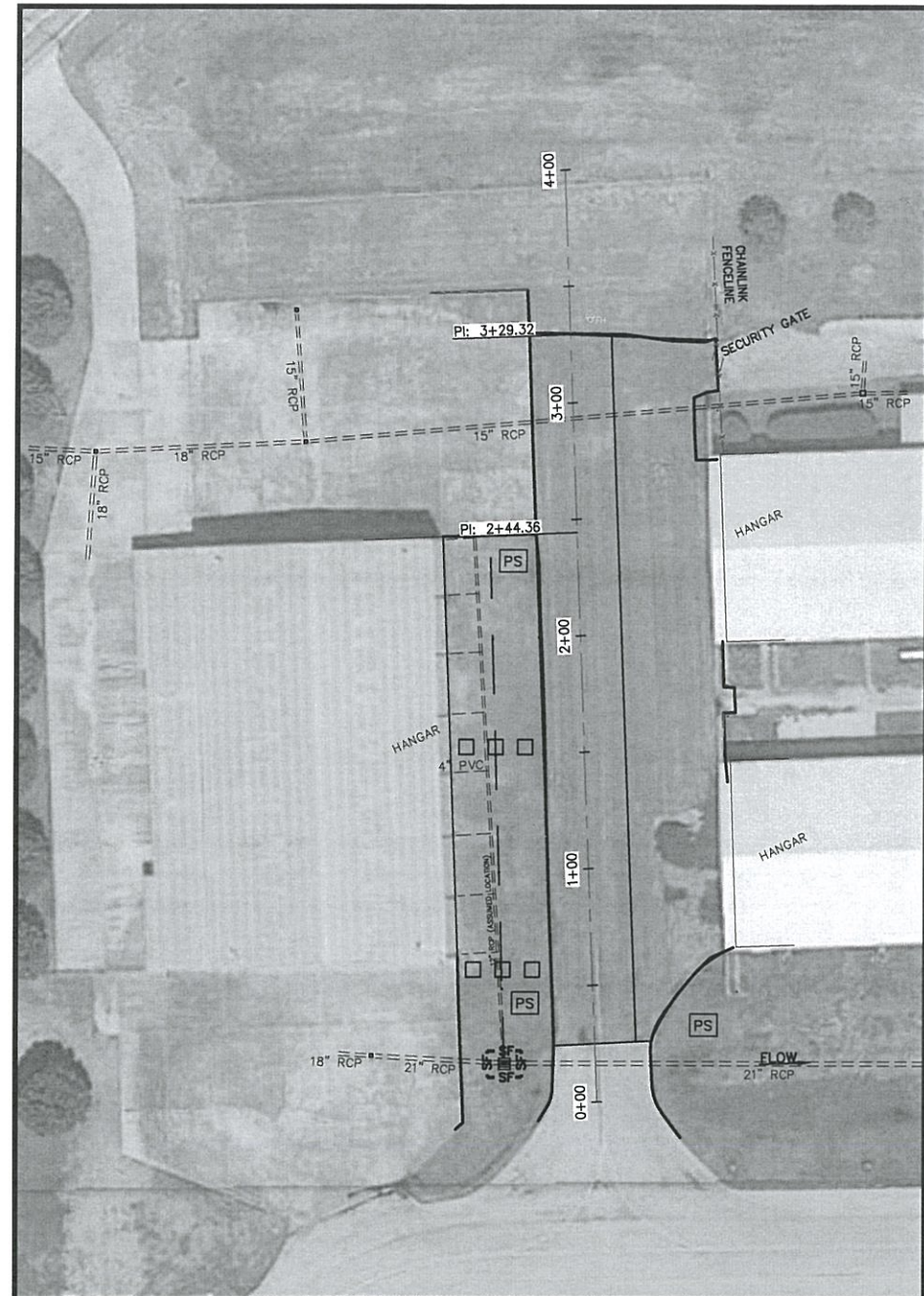
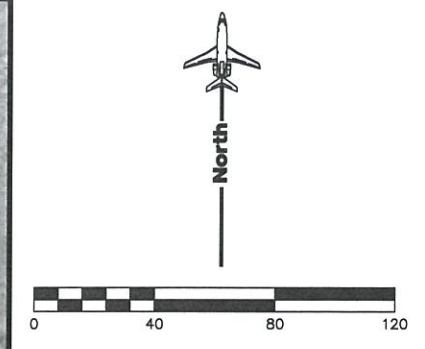


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JONESBORO, ARKANSAS

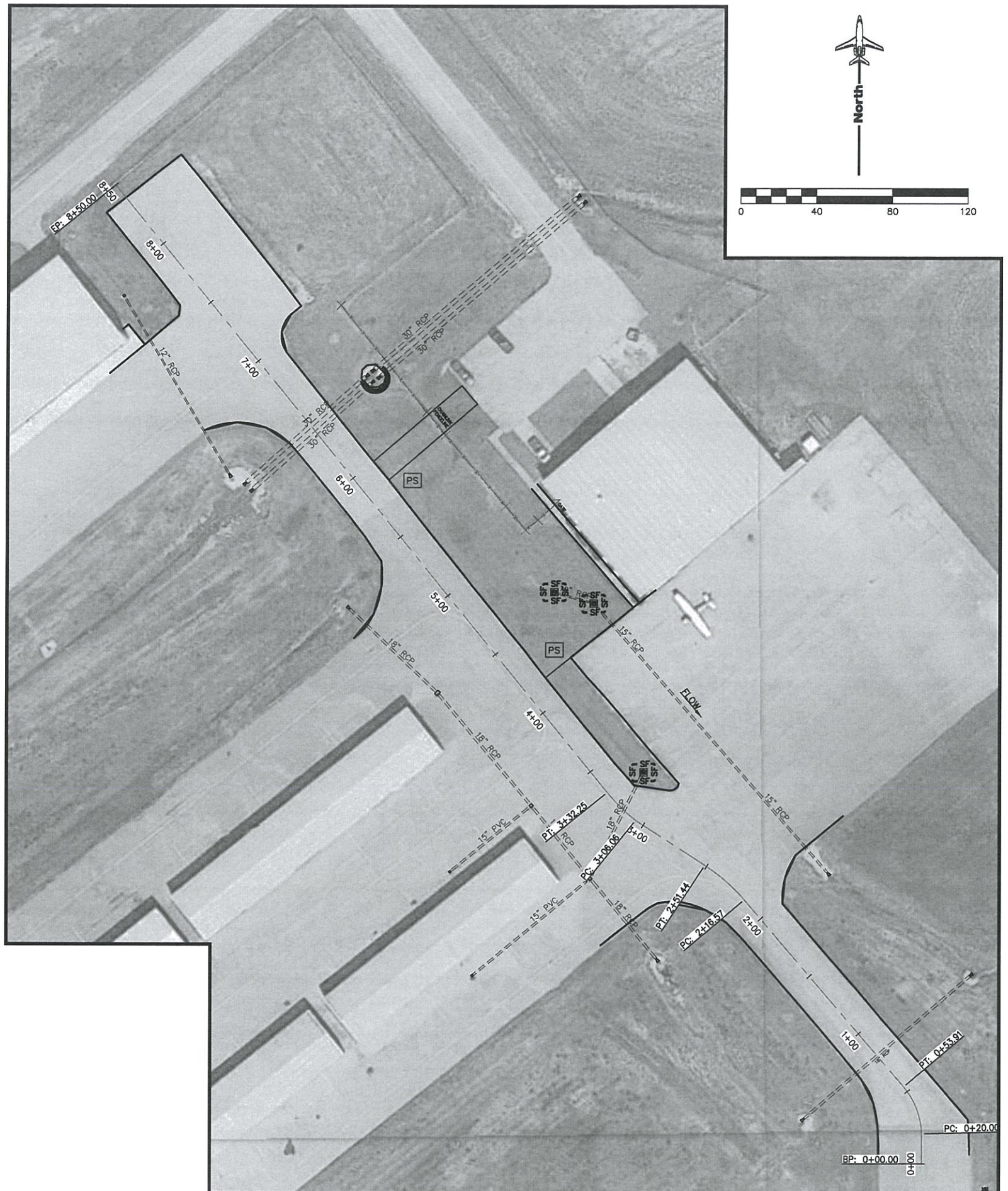
**Michael Baker**  
INTERNATIONAL



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| Designer:<br><b>RDF</b>   | Checked by:<br><b>MHS</b>        |
| Technician:<br><b>MWW</b> | Project Number:<br><b>177516</b> |



**BASELINE A EROSION CONTROL LOCATIONS**  
SCALE: 1" = 40'



**BASELINE B EROSION CONTROL LOCATIONS**  
SCALE: 1" = 40'

**EROSION CONTROL LEGEND**

- TEMPORARY SILT FENCE DROP INLET SEDIMENT BARRIER
- PERMANENT VEGETATION
- TEMPORARY CULVERT CHECK
- HAY BALE CHECK

- EROSION CONTROL NOTES:**
- TEMPORARY EROSION CONTROL ITEMS SHOWN ON DRAWING ARE CONSIDERED SUGGESTED MINIMUM REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTROL EROSION BY WHATEVER MEANS IS NECESSARY.
  - SILT FENCE AND OTHER EROSION CONTROL ITEMS SHALL BE INSTALLED AROUND THE CONTRACTOR'S STOCKPILES AND OTHER DISTURBED AREAS AS NEEDED.

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Project Name:  
**2020 TAXILANE REHABILITATION**

Drawing Name:  
**EROSION CONTROL PLAN**

FAA A.I.P. Project Number:

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| Date:<br><b>JANUARY 2021</b>    | Division:<br><b>AIRPORTS</b> |
| Scale:<br><b>(22x34)</b>        | Sheet Number:<br><b>4</b>    |
| Drawing Number:<br><b>ECP-1</b> |                              |

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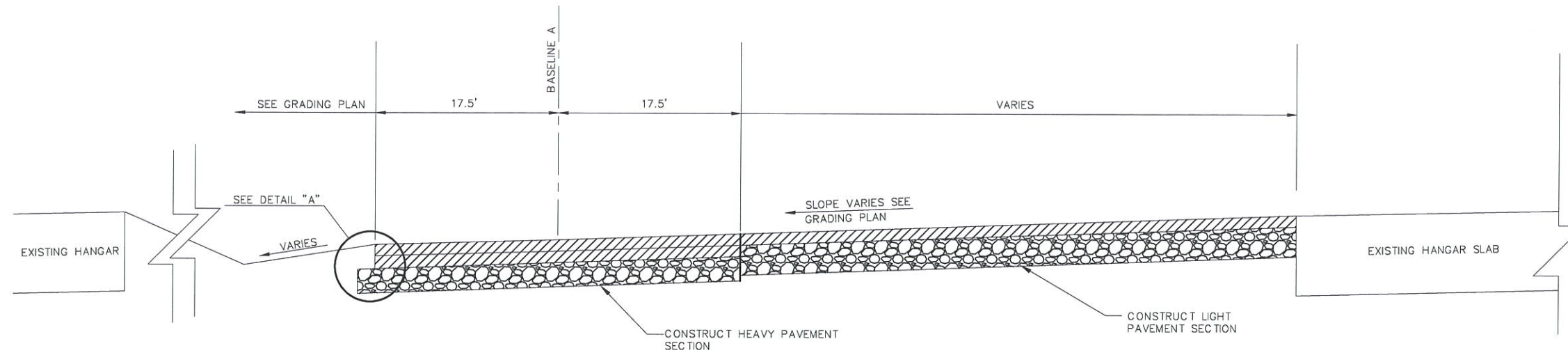


**JONESBORO MUNICIPAL AIRPORT**  
JONESBORO, ARKANSAS

**Michael Baker INTERNATIONAL**

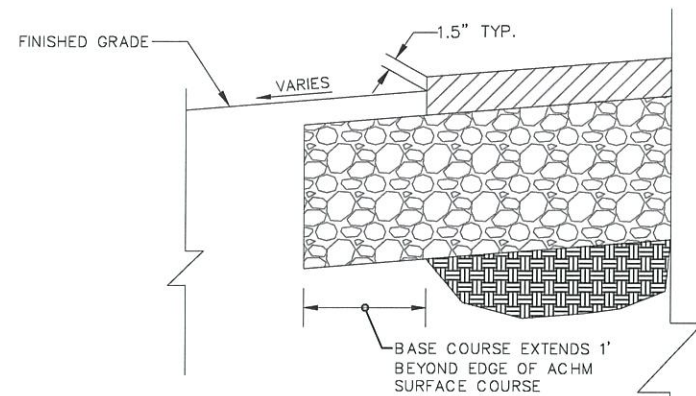


Designer: **MWW** Checked by: **MHS**  
Technician: **MWW** Project Number: **177516**



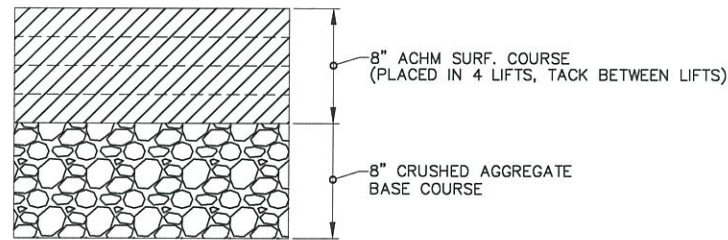
**BASELINE A (WEST SIDE WORK AREA)**

SCALE: NONE



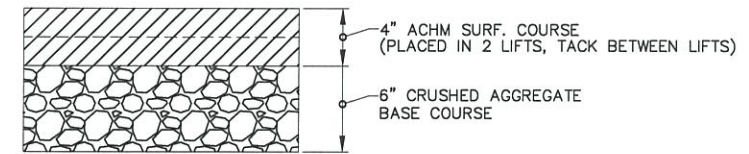
**DETAIL "A"**

SCALE: NONE



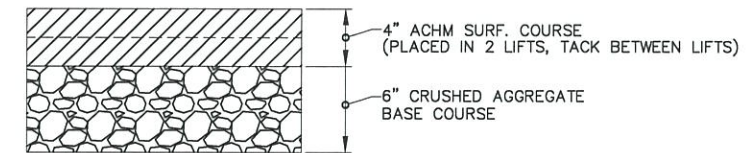
**HEAVY PAVEMENT SECTION**

SCALE: NONE



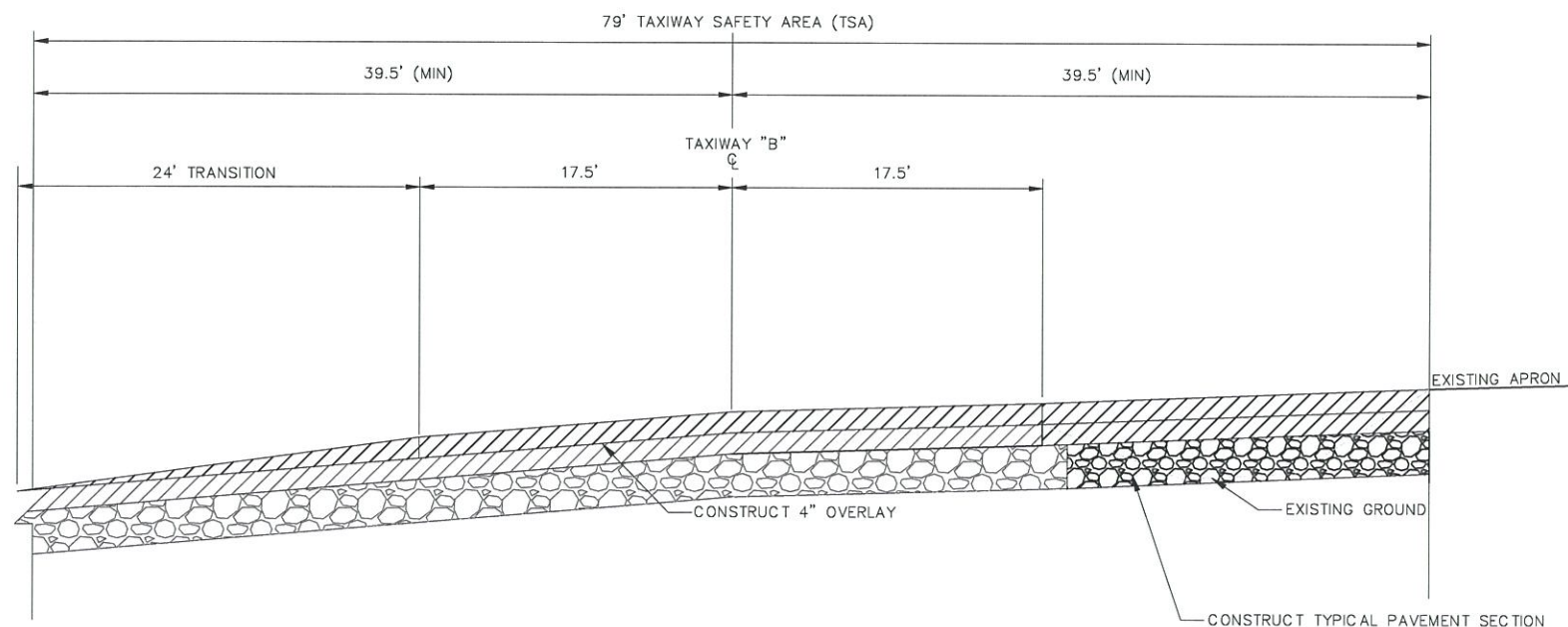
**LIGHT PAVEMENT SECTION**

SCALE: NONE



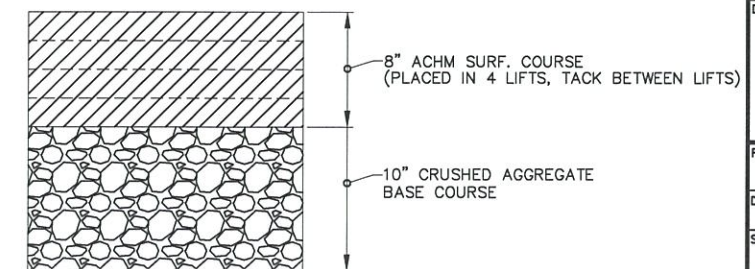
**DRIVEWAY PAVEMENT SECTION**

SCALE: NONE



**BASELINE B (EAST SIDE WORK AREA) STA 3+25 THRU 4+18**

SCALE: NONE



**TYPICAL PAVEMENT SECTION**

SCALE: NONE

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Project Name:

**2020 TAXILANE REHABILITATION**

Drawing Name:

**TYPICAL SECTIONS AND PAVING DETAILS**

FAA A.I.P. Project Number:

Date: **JANUARY 2021** Division: **AIRPORTS**

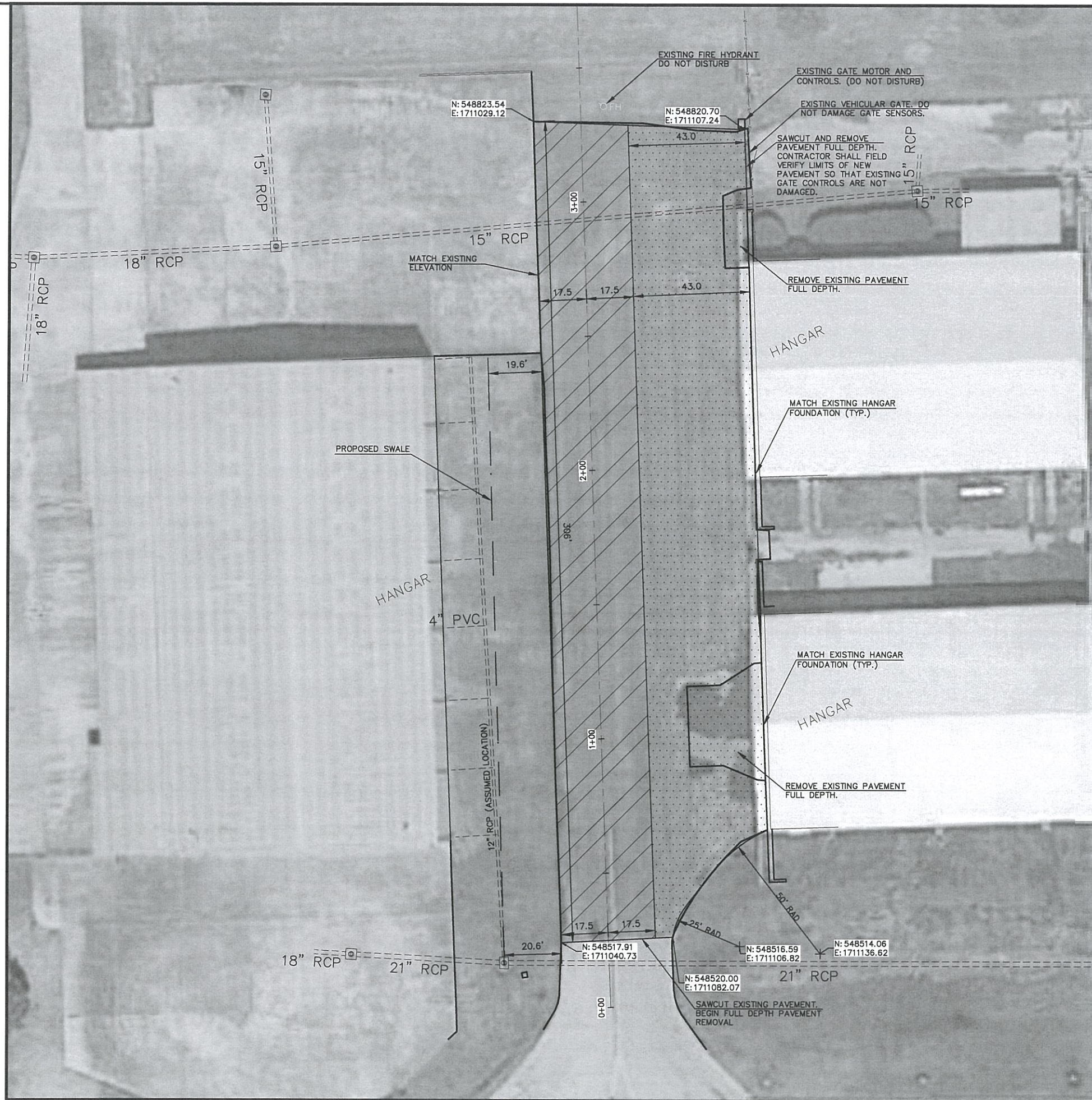
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Drawing Number: **TS-1**

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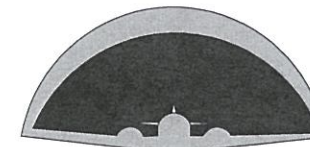


**LAYOUT PLAN - WEST SIDE TAXILANE**  
 SCALE: 1" = 20'



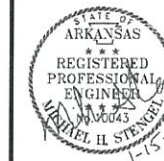
**LEGEND**

|  |                                   |
|--|-----------------------------------|
|  | CONSTRUCT HEAVY PAVEMENT SECTION. |
|  | CONSTRUCT LIGHT PAVEMENT SECTION. |



**JONESBORO MUNICIPAL AIRPORT**  
 JONESBORO, ARKANSAS

**Michael Baker**  
**INTERNATIONAL**



|                           |                                  |
|---------------------------|----------------------------------|
| Designer:<br><b>MWW</b>   | Checked by:<br><b>MHS</b>        |
| Technician:<br><b>MWW</b> | Project Number:<br><b>177516</b> |

NOTE:  
 CONTRACTOR SHALL REMOVE AND DISPOSE ALL PAVEMENT, FULL DEPTH WHERE REPLACING WITH NEW PAVEMENT

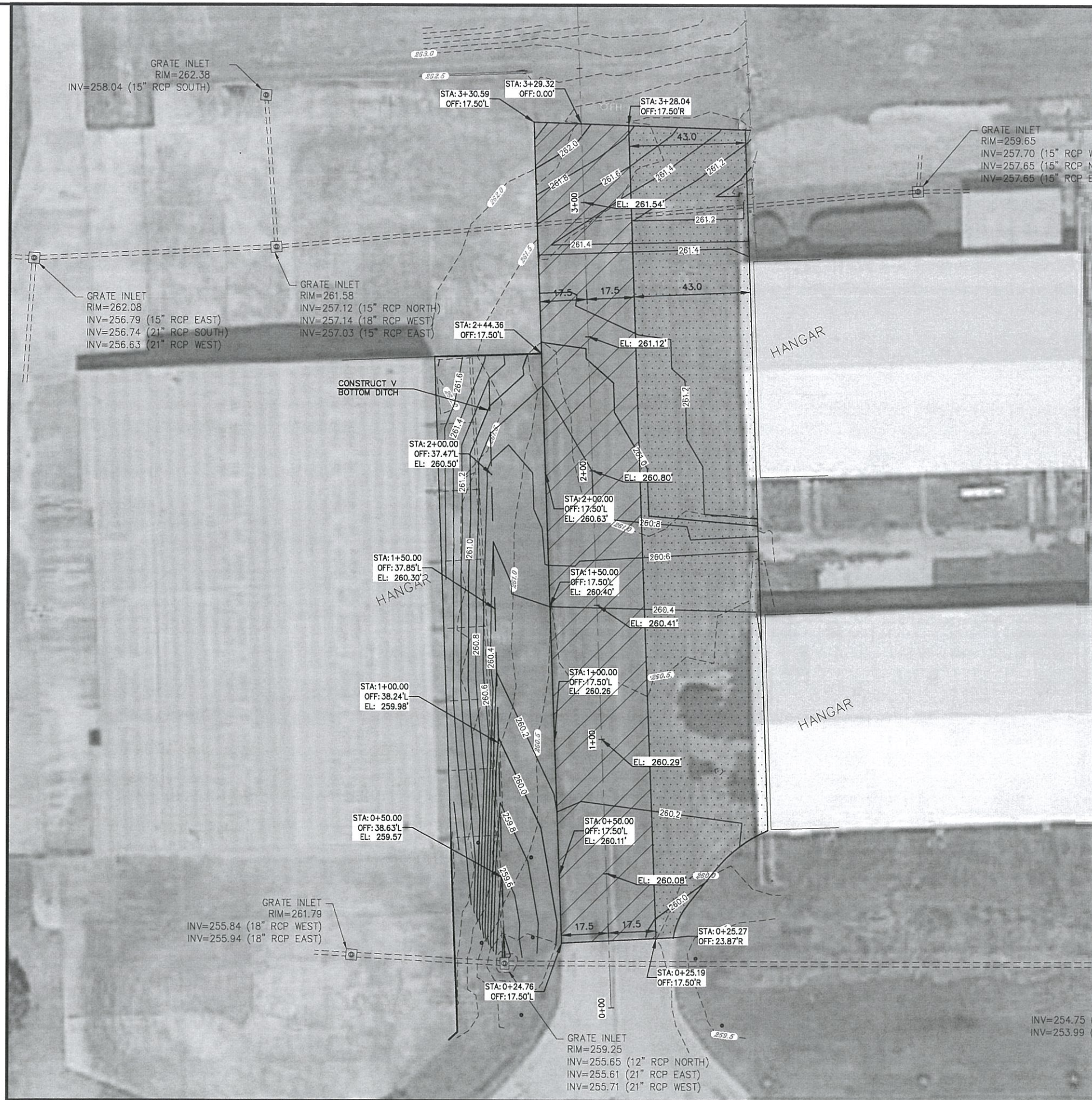
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Project Name:  
**2020 TAXILANE REHABILITATION**

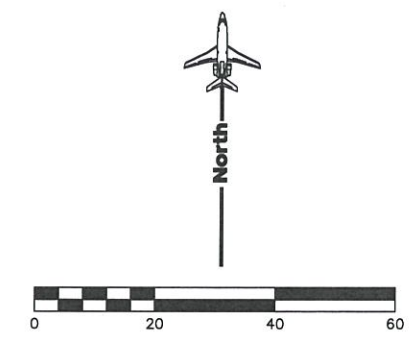
Drawing Name:  
**LAYOUT PLAN - WEST SIDE TAXILANE**

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| FAA A.I.P. Project Number:   |                                |
| Date:<br><b>JANUARY 2021</b> | Division:<br><b>AIRPORTS</b>   |
| Scale: (22x34)               | Sheet Number:<br><b>6</b>      |
| <b>1"=20'</b>                | Drawing Number:<br><b>LP-1</b> |

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**GRADING PLAN - WEST SIDE TAXILANE**  
SCALE: 1" = 20'



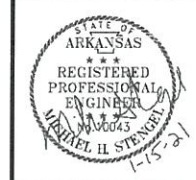
**LEGEND**

- CONSTRUCT HEAVY PAVEMENT SECTION.
- CONSTRUCT LIGHT PAVEMENT SECTION.
- CONSTRUCT V BOTTOM DITCH
- EXISTING CONTOURS
- PROPOSED CONTOURS



**JONESBORO MUNICIPAL AIRPORT**  
JONESBORO, ARKANSAS

**Michael Baker INTERNATIONAL**



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|---------------------------|----------------------------------|
| Designer:<br><b>MWW</b>   | Checked by:<br><b>MHS</b>        |
| Technician:<br><b>MWW</b> | Project Number:<br><b>177516</b> |

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Project Name:  
**2020 TAXILANE REHABILITATION**

Drawing Name:  
**GRADING PLAN - WEST SIDE TAXILANE**

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| FAA A.I.P. Project Number:     |                              |
| Date:<br><b>JANUARY 2021</b>   | Division:<br><b>AIRPORTS</b> |
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| Drawing Number:<br><b>GP-1</b> |                              |



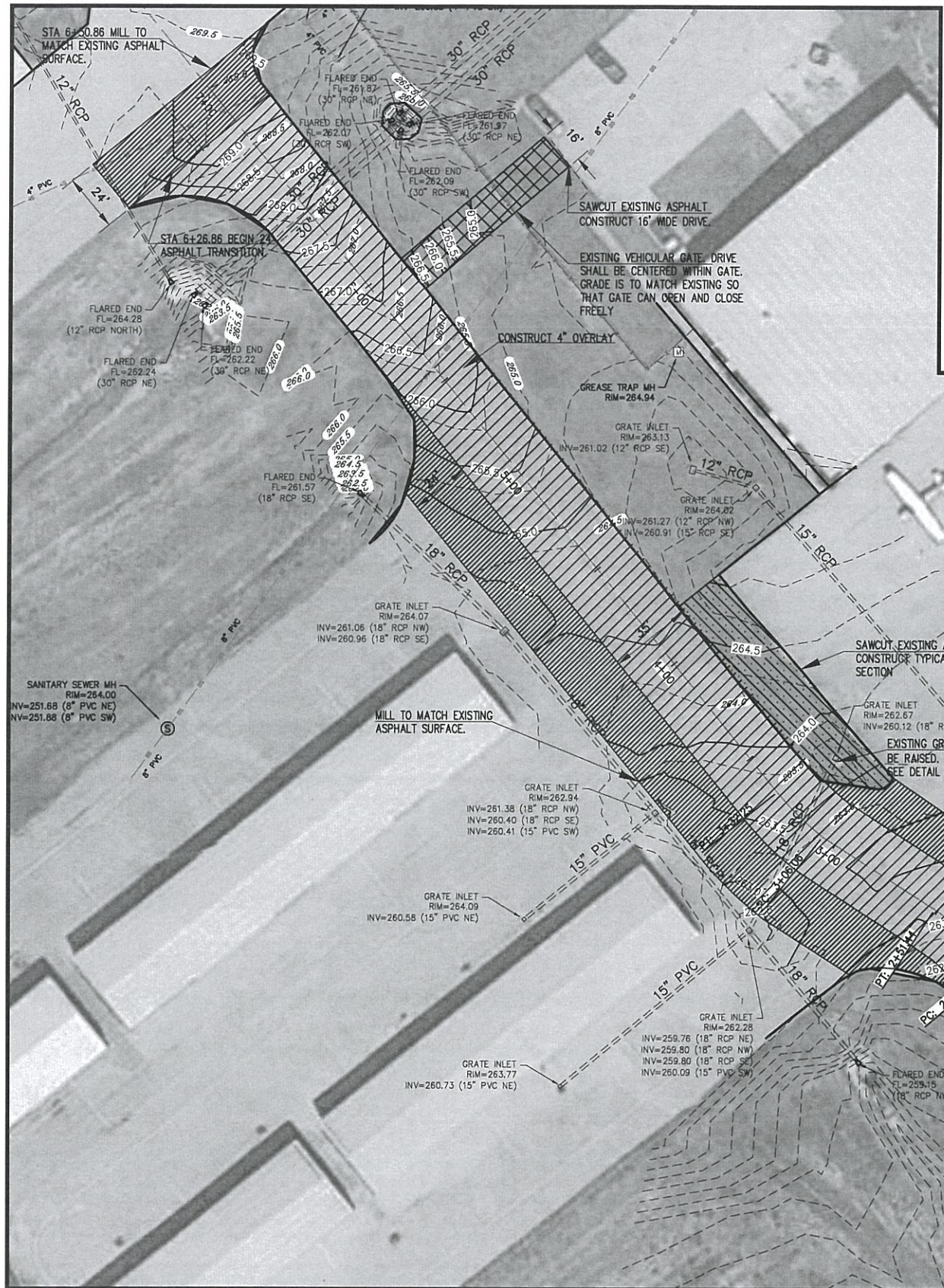


**JONESBORO MUNICIPAL AIRPORT**  
JONESBORO, ARKANSAS

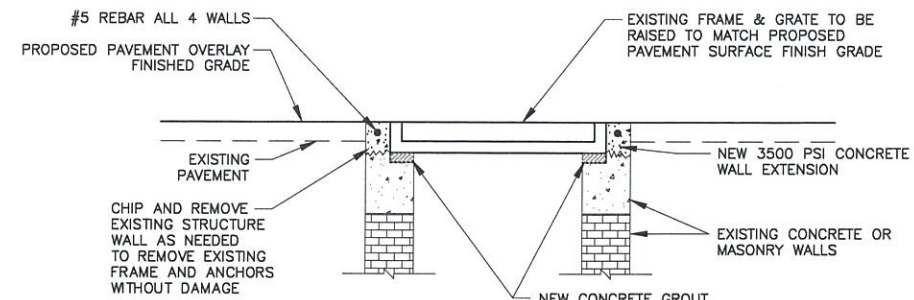
**Michael Baker INTERNATIONAL**



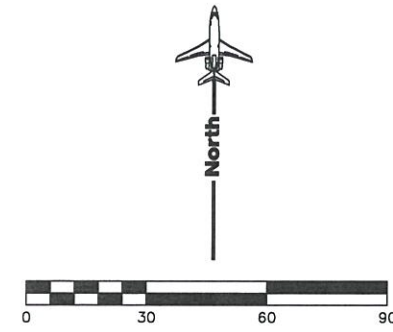
Designer: **MWW** Checked by: **MHS**  
Technician: **MWW** Project Number: **177516**



**LAYOUT GRADING PLAN - EAST SIDE TAXILANE**  
SCALE: 1" = 30'

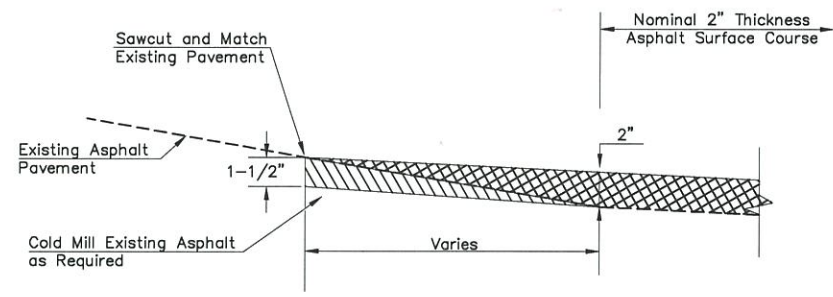


**DRAINAGE INLET TOP ADJUSTMENT DETAIL**  
SCALE: NONE



**LEGEND**

|  |                                     |
|--|-------------------------------------|
|  | CONSTRUCT 4" ASPHALT OVERLAY        |
|  | CONSTRUCT TYPICAL PAVEMENT SECTION  |
|  | CONSTRUCT ASPHALT TRANSITION        |
|  | CONSTRUCT DRIVEWAY PAVEMENT SECTION |
|  | EXISTING CONTOURS                   |
|  | PROPOSED CONTOURS                   |



**ASPHALT MILLING DETAIL**  
SCALE: NONE

**REVISIONS**

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Project Name: **2020 TAXILANE REHABILITATION**

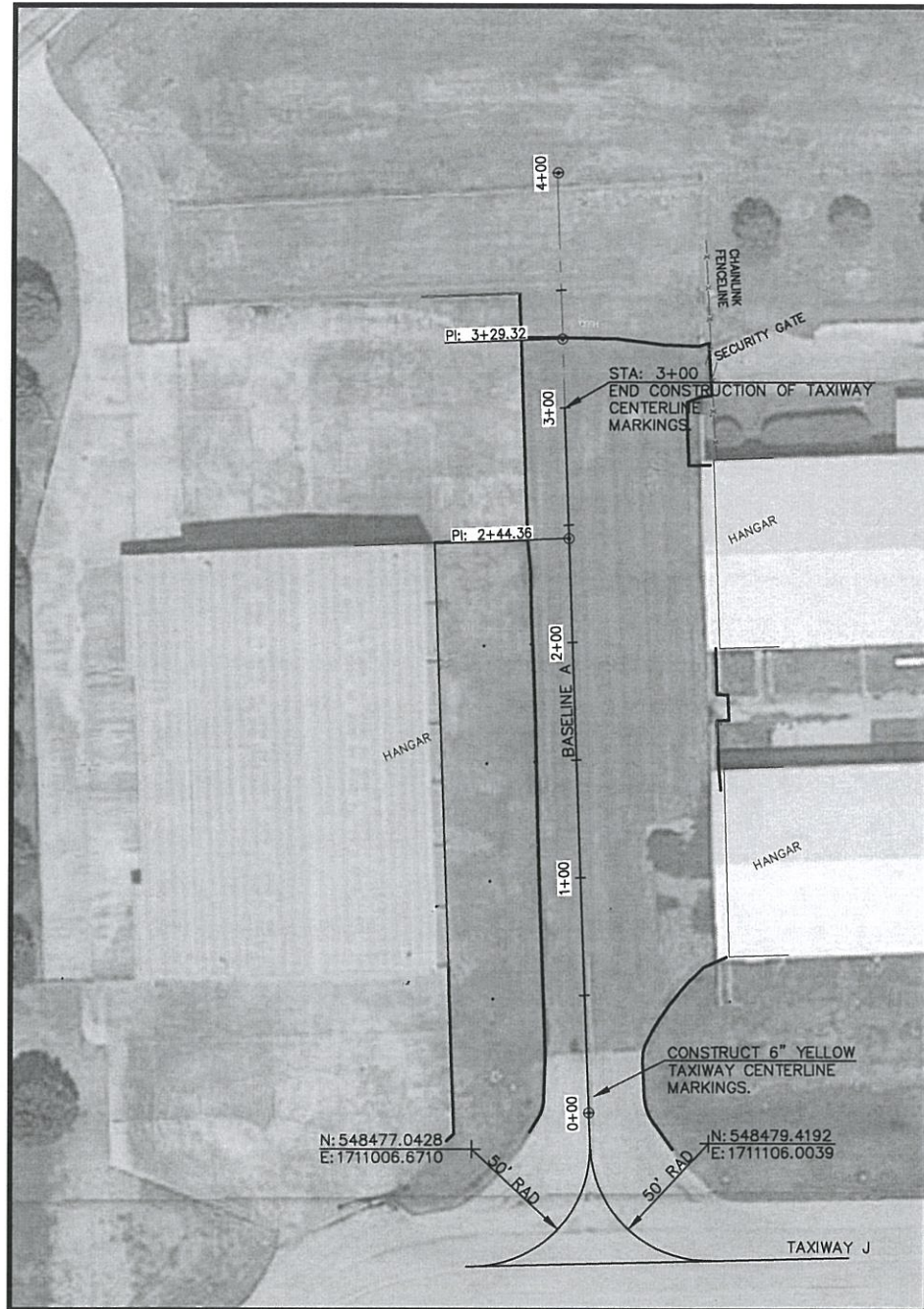
Drawing Name: **LAYOUT AND GRADING PLAN - EAST SIDE TAXILANE**

FAA A.I.P. Project Number:

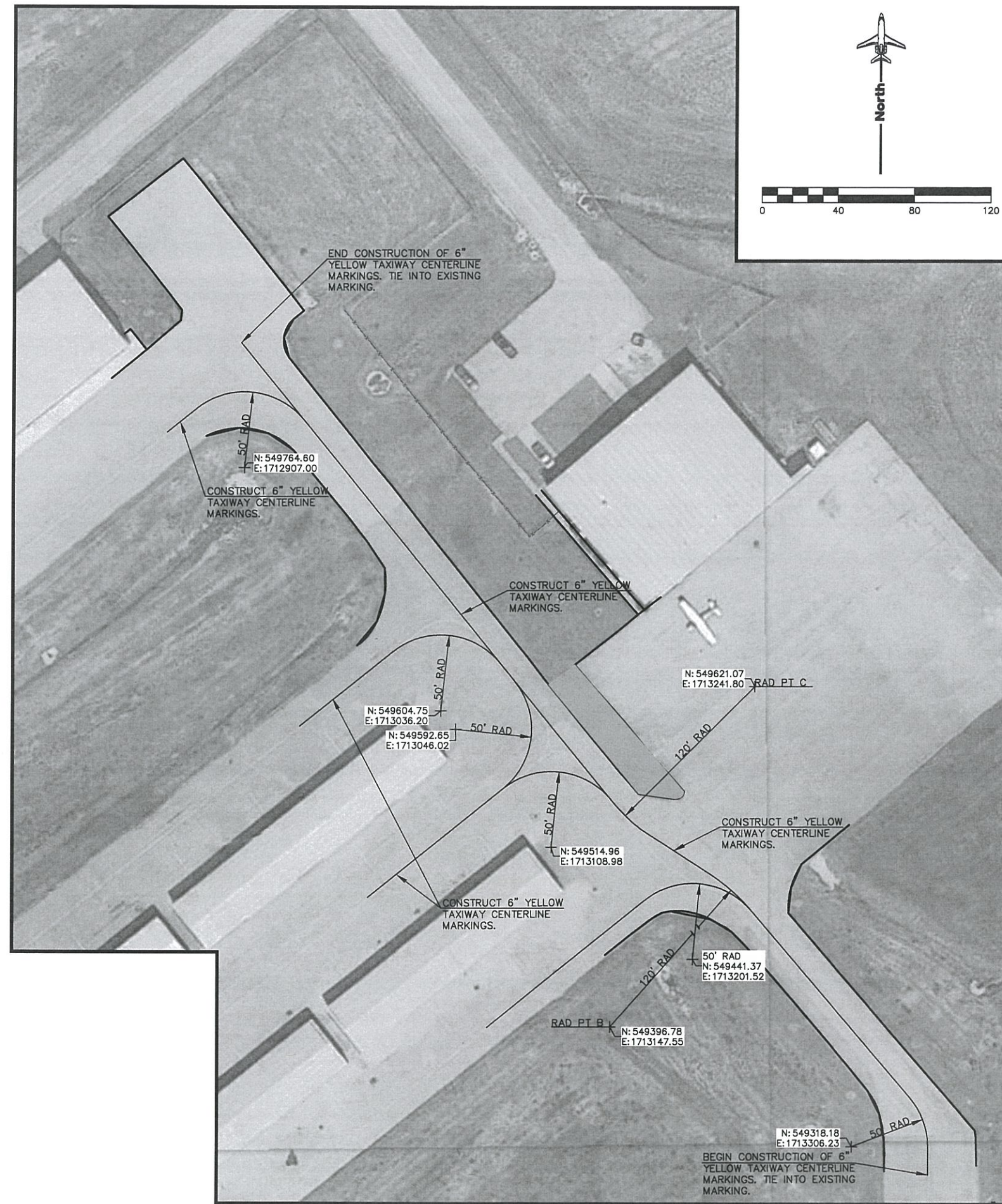
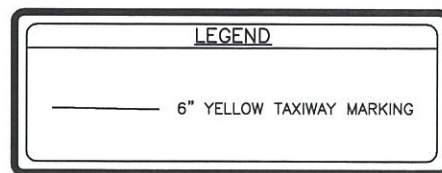
Date: **JANUARY 2021** Division: **AIRPORTS**  
Scale: (22x34) Sheet Number: **8**  
Drawing Number: **LGP-1**

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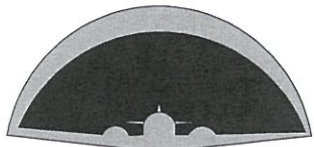
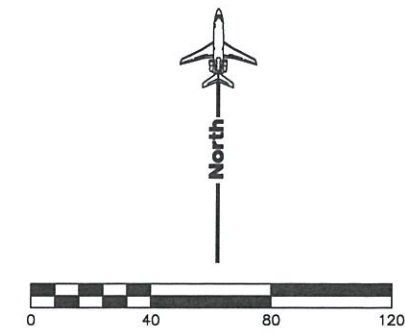
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**BASELINE A PAVEMENT MARKING PLAN**  
SCALE: 1" = 40'



**BASELINE B PAVEMENT MARKING PLAN**  
SCALE: 1" = 40'



**JONESBORO MUNICIPAL AIRPORT**  
JONESBORO, ARKANSAS

**Michael Baker INTERNATIONAL**



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|---------------------------|----------------------------------|
| Designer:<br><b>MWW</b>   | Checked by:<br><b>MHS</b>        |
| Technician:<br><b>MWW</b> | Project Number:<br><b>177516</b> |

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Project Name:  
**2020 TAXILANE REHABILITATION**

Drawing Name:  
**PAVEMENT MARKING PLAN**

|                            |                              |                                 |
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| FAA A.I.P. Project Number: | Date:<br><b>JANUARY 2021</b> | Division:<br><b>AIRPORTS</b>    |
| Scale: (22x34)             | Sheet Number:<br><b>9</b>    | Drawing Number:<br><b>PMP-1</b> |

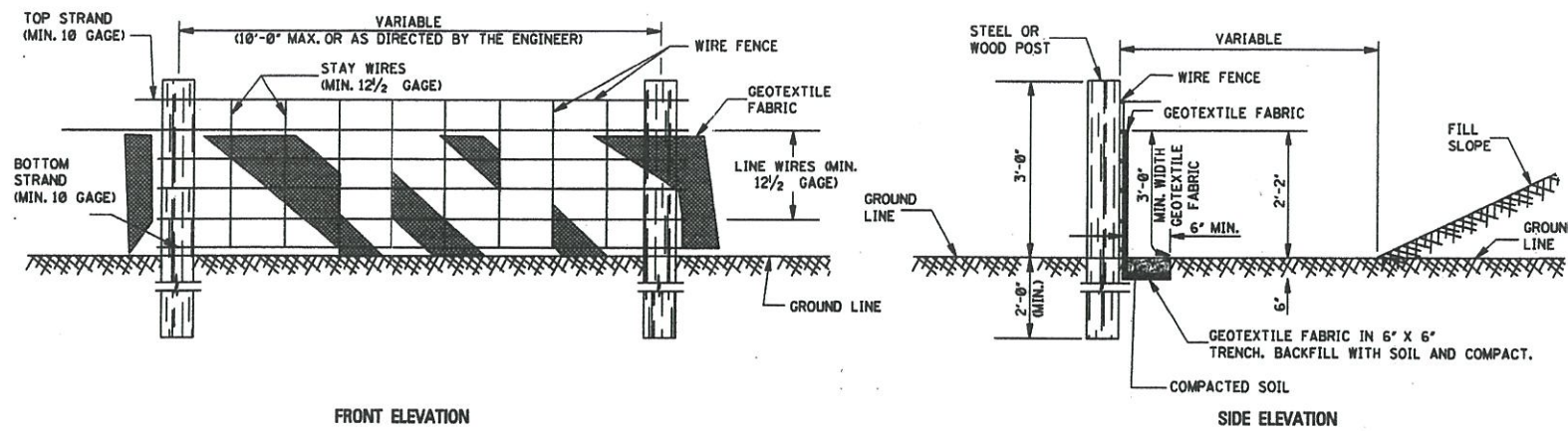


JONESBORO MUNICIPAL AIRPORT  
JONESBORO, ARKANSAS

**Michael Baker**  
INTERNATIONAL



Designer: MWW  
Checked by: MHS  
Technician: NWW  
Project Number: 177516



**TEMPORARY SILT FENCE**

**NOTES:**

1. WIRE SHALL BE MINIMUM OF 32 IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
2. GEOTEXTILE FABRIC SHALL BE A MINIMUM OF 36" IN WIDTH AND SHALL BE FASTENED ADEQUATELY TO THE WIRE AS DIRECTED BY THE ENGINEER.
3. STEEL POST SHALL BE 5'-0" IN HEIGHT AND OF THE SELF-FASTENER ANGLE STEEL TYPE. WOOD POST SHALL BE A MINIMUM OF 5'-0" IN HEIGHT AND 3" OR MORE IN DIAMETER. WIRE FENCE SHALL BE FASTENED TO WOODEN POST WITH NOT LESS THAN 9 GAGE WIRE STAPLES 1" LONG.
4. GEOTEXTILE FABRIC MEETING THE TYPE II MATERIAL REQUIREMENTS AND INSTALLED ACCORDING TO SPECIFICATIONS MAY BE USED WITHOUT WIRE FENCE.

**St STORM DRAIN OUTLET PROTECTION**

**DEFINITION**

Paved and/or riprapped channel sections placed below storm drain outlets.



**PURPOSE**

- Reduce the velocity of flow from storm drain outlets.
- Reduce erosion of receiving channels.
- Stabilize grades.

**INSTALLATION**

- Install according to approved plan, if shown.
- Place a filter blanket or filter fabric between riprap and soil foundation.
- Install a graded gravel layer if geotextile is not used.
- Line with riprap, grouted riprap, or concrete. Use field or quarry stone with minimum diameter of 6 inches for riprap.
- Minimum apron thickness should be 1.5 times the maximum stone diameter.

- Extend apron length to at least six times the outlet pipe diameter.
- Apron Width for a Well-Defined Channel
  - Side slopes of the channel no steeper than 2:1.
  - Apron extends across the channel bottom.
  - Apron extends up the channel banks to an elevation one foot to the top of the bank.

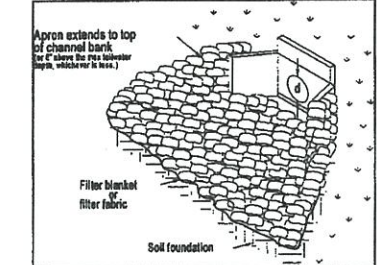


Figure 1. Outlet protection for a well-defined channel.

- Apron Width for a Flat Area
  - Upstream width three times the diameter of the outlet pipe.
  - Downstream width three times the diameter of the outlet pipe plus the length of the apron.

**St**

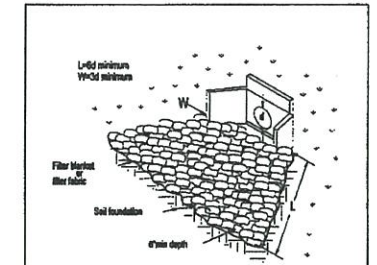
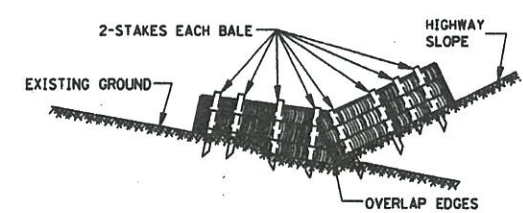
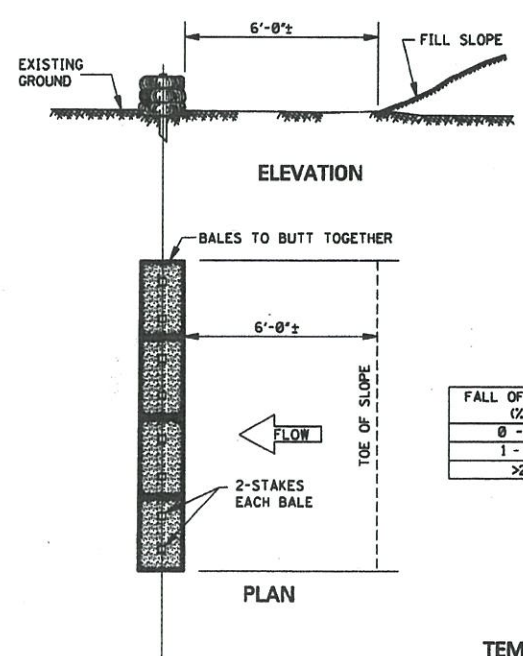


Figure 2. Outlet protection for a flat area.

- Construct apron at zero grade with no overfall at the end.
- Conform to bottom grade of receiving channel.
- Locate to prevent bends in horizontal alignment.
- Place necessary curves in the upper section of the apron.
- Vegetate all disturbed areas immediately.

**MAINTENANCE**

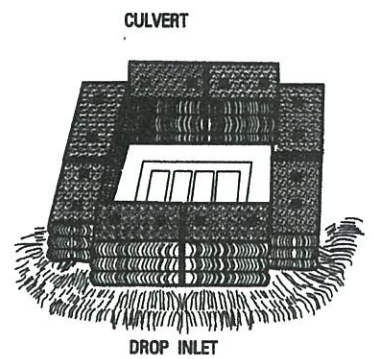
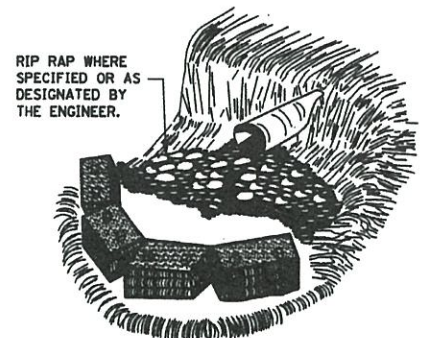
- Inspect after heavy rains for erosion and dislodged stones.
- Make all repairs immediately.



| FALL OF DITCH (ft) | DISTANCE* (ft) |
|--------------------|----------------|
| 0 - 1              | 100'           |
| 1 - 2              | 50'            |
| >2                 | 25'            |

**TEMPORARY EROSION CHECKS USING HAY OR STRAW BALES**

NOTE: EMBED ALL BALES 3" MINIMUM INTO GROUND AND STAKE (2" X 2" X 36") SECURELY.



STORM DRAIN OUTLET PROTECTION INCLUDING RIP RAP AND FILTER FABRIC SHALL BE PAID FOR UNDER THE ITEM EROSION CONTROL.

PROJECTS - AIRPORTS - JONESBORO PROJECTS 2020 Title Block Drawing Plan Sheet 10 - ECD-1 - Long Modified: Sep 03, 2020 - 12:02pm Pkbsoc: Jan 15, 2021 - 11:26am Matt Robby

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Project Name:  
**2020 TAXILANE REHABILITATION**

Drawing Name:  
**EROSION CONTROL DETAILS**

FAA A.I.P. Project Number:  
Date: **JANUARY 2021** Division: **AIRPORTS**  
Scale: (22x34) Sheet Number: **10**  
**NONE** Drawing Number: **ECD-1**